**IN THE SPECIFICATION:**

Page 1, after the title: insert:

**BACKGROUND OF THE INVENTION**

Page 3, first full paragraph amend as follows:

Important criteria of such valve gear mechanisms consist of the fact that with the change in the valve lift, the opening angle, i.e. the duration of the valve rest, is also changed, and that the ~~contract~~ contact between cam and intermediate member is constantly maintained.

Page 4, fourth paragraph, amend as follows:

As a consequence of the disadvantage of the state of the art described above, it may become necessary that at least individual gear mechanism members ~~bust~~ must be undesirably heavy so that they achieve a specified service life.

after the fourth paragraph, insert:

**SUMMARY OF THE INVENTION**

Page 4, fifth paragraph, amend as follows:

It is an object of the invention to develop the device that is described, ~~in the preamble of claim 1 or claim 10 further,~~ in such a manner, that the forces or moments between the gear mechanism members, and if possible the forces or moments within the setting device, are minimized. This means that the reactive forces in the system are kept as low as possible. At the same time, this results in an advantageous reduction in the friction forces.

Page 4, last paragraph, amend as follows:

~~This objective is accomplished with a device with the distinguishing features of claim 1 or claim 10.~~

Page 6, first paragraph, last line:

A force corresponding to the normal at the instantaneous contact point of the cam joint between power take-off member and intermediate member, is introduced into the intermediate member by the power take-off member. The magnitude of the force, introduced into the intermediate member, is determined by the ratio of the differences between the point of rotation of the power take-off member in the housing and the lines of action of the forces, on the one hand, to the intermediate member and, on the other, to the valve. The line of action of the force, in each case, is the straight line, which is determined by the direction and the location of the force. The directions of the forces therefore essentially determine the force introduced into the intermediate member. The lowest force is introduced into the intermediate member if the direction of the force, introduced into the intermediate member, is perpendicular to the line connecting the point of rotation of the power take-off member with the contact point of the ~~force,~~ force.

Page 8, before first full paragraph, insert:

**BRIEF DESCRIPTION OF THE DRAWINGS**

before last paragraph, insert:

**DESCRIPTION OF THE PREFERRED EMBODIMENTS**

last paragraph, amend as follows:

Figures 1 and 2 show a device for actuating a charge-cycling valve V in a reciprocating internal combustion engine, the details of which are not shown. The device contains a housing G, a cam N mounted in the housing G in a revolute

joint ng so as to be able to rotate about axis ag, the rotational movement of which cam is derived from a crankshaft, not shown in further detail. An intermediate member Z with rotational axis zg is activated by this cam N, by way of a first cam joint zn, which member acts on a power take-off member A that transfers the movement to the valve V. A further cam joint za is provided in an active connection from the first cam joint zn to the power take-off member Z, which joint is formed by the contours Kz on the intermediate member and Ka on the power take-off member. The shape of the contour Kz on the intermediate member usually has a point of inflection ~~W2~~ precisely at the transition between the region in which no valve lift takes place (the region of the valve being held closed) and the region in which valve lift takes place (the control region that exists during opening of the valve). Furthermore, the shape of the contour Kz on the intermediate member has a point of inflection W in the contact region in which a valve lift that is greater than zero is produced. The point of inflection W is located essentially in the region of the cam joint that is to be assigned to the region of the starting and the ending valve lift. As is particularly evident from Figure 2, the point of inflection W is disposed in the region of the cam Kz that describes the greatest possible valve lift. The cam Ka is formed by an arc, in this example, but other geometric shapes are also possible. The cam joint za is disposed between the intermediate member Z and the power take-off member A, in this example.